FROM NEWPORT.

From Our Special Correspondent. NEWPORT, Aug. 22, 1861.

I reproach myzelf that my Summer letters, bitherto, have been written rather from the solemn land of conjecture than from the green and laughing region that gives my somber words the lie when I look out of the This, in study hours, I do only in a vacant and abstracted manner, seeing but my own fancies, as Mr. Church saw "our banner in the sky," and bastened to make the best of the lucky inspiration. But to-day, at one moment, the dim surrounding vanished, and there was something so real in the peace of the neighboring fields, with the yellow farm-house half hid in apple trees, and the cattle quietly consuming the perpetual rations of the meadow, that I felt tempted to dip my pencil once more in the colorings of nature, and to leave what shall or should be for what is. As for what shall be, you see, people don't really know anything about it, and so prophecy is cheap and easy and becomes tiresome. This one wants rehabilitation of the race, that one perfect and harmonious development. Get it if you can, dear friends. What I like least is the socialists' programme: gratification of all our propensities. Avannt! it has a weird, satyr-like look. Do you remember that men were little better than beasts once, and would soon be again, if the propensity plane were adhered to ! No-I had rather bave the martyr-fashions, if you please. One thing we know-good will be, and we shall see it in new forms and ways; so, while we make our little milleminus on paper, comes slowly on the great year of grace, whose features we know not, but whose spirit we would anticipate.

But I promised pictures, not clouds. Well, then, far

off from here, six miles by land, I should judge, and two mors by water, a huge two-decker sits calmly upon the wave. She sits still because she is made fas by anchors. Near the fort is her position-her contents are a noble nursery of future sailors. There is your coming Passed-Midshipman, Licutenant, Captain, and Commodore, all in embryo, with boyish face and round jacket. You remember, I suppose, that the Naval School was removed hither from Annapolis. And you know, of course, that it is kept in the old frigate Conetitution, of which I have made mention above. As much as Annapolis must have wept over the transfer, so much the more does Newport smile. For fully twothirds of the whole population, and nine-tenths of the bean mende of Newport are female, and the Middles of the Constitution are the delight of all hearts. You may go over for ten cents a head, and see them drill at the fort twice a week; and, indeed it is a pretty sight. They murch so nicely, and there is such a charm in the young faces. When they present arms, the young ladics' bearts are all of a tremble, and, surely, a charge from them would be irresistable. Of course, the Fort awakens pensive recollections of other times, and the splenders of the great Magruder before, like Lucifer, he fell from glory. Do you remember his rides, his strides, his military saddle, the orderly riding behind him, and also behind Miss, when she drove out Oh! things have been, Sir, the like of which we shall not see again-and heaven forbid we should! Let those who have gone forth from among us stay in the pirate's paradise and true awindler's heaven, where they belong, and where, no doubt, they are much more comfortable then they ever were with us. Do you remember how wildly he charged across this grass-plot and how his artillery horses lugged the guns and caissons through these paths and round that sharp corner ! And how quietly we looked on at his rehearsal of treachery, wondering at the unknown art of War, and wondering still more whether the commander at the Fort was good for much, save to receive dinners and give parades. And you all know now what he has come to. The minus one of last year was nothing to his minus, when the true co-efficients were added up. Are you not sorry now, Indies, that you haunted his house, and followed his footsteps, and plugued his poor wife, even? Dear me, you've forgotten all about it long ago, and are no doubt dancing up and down with some other Jack of equal truth and bravery. But let us leave all this, and devote our especial attention to the time-honored Constitution, for this is Saturday, her gala day, and the tiny steamer Fanny, polizely chartered for that purpose, is pulling and squer ing at her wharf, waiting for us to come on board, and be steamed up to the Midshipmen's Hop, which is the object of all thoughts and of all toilettes this pleasant August afternoon. See, as you approach the little craft, a perfect swoop of white doves comes down and settles apon her deck, which thenceforward resembles an aviary, or a flower-garden, or any bright particolbreathless, the little dears. Little 'Liza there stambled, in her haste, and almost lost the boat. Joanna has been unwillingly released by a doting papa and mamma. the rescal! her wicked eyes show that she means to interpret this to the full extent of her own pleasure. She never did dance too much, and never expects to.

of the bost. While the sweet ones settle their fair plumes, and anticipate their little triumphs, the grim Tribune buys a paper and reads it. They are off at last, giving a ie shout when the gangway is pushed back, and there is no more chance of recall. But your friend leans against the object nearest to him. This turns out to be the smoke pipe, burning hot. He is warned to zetreat, and hastily steps in an opposite direction, where a sudden cry again arrests him-he sees close a his feet a man in a hole, who seems to be doing something with the boiler, and without his coat. This is the engineer, captain, mate and steward. No refuge is left him save the cabin, where palms and banans would may if there were room it is so hot. But a new stir and rush admonish him that the frigute is near at hand. She looms up before us like a buge bastion and a slender scaling ladder invites us to the assault, which is speedily made. The entrance is carried at once, and the politest of officers stands ready to surrender. "Give up the ship" seems to have been the word of command. Well, the pretty ones swarm over the deck, and numble down the gangways that lead to the pleasant cabins of the Commander-in-Chief. Here, a cordial reception awaits the favorites, and strangers are greeted with politeness. And now the instrumble female heart begins to throb, for at this moment the midebipmen enter. The plames flutter more than ever, and all the other little tokens of cleasant perterbation so familiar to us all in our days of sensibility, may be recognized. The young gentlemen distribute cards to the young ladies, and a great deal of study and whispering is had over these cards. Finally the music strikes up, and the youth of both sexes pate off, all bright with smiles. The girls are so pretty, and the beys so polite, that the speciacle of their enjoyment is for a time a very pleasant one. Parental anxieties vary the programme a little. If Mary should not be taken out, my love, we should feel very badly. "Let her alone," save mamma, with a significant wink, and, indeed, don't you see her whisked off by Round Jacket No. 23, to dance the Tempéte, at they call it. Well, Mary's provided for, but dear little Susan isn't invited yet, and I see a tear guthering in the corner of her eye. Ah! here comes the excellent Captain, a friend in need, and a very gallant one. "Dear Sir, have you the feelings of a parent about you? Here's our little girl, you see, &c., &c." "Fetch me Midshipman Tomp-kins," orders the Captain, and in the twinkling of an eye the Crying Susan is got off the bar, and floats with the tide. Tempete, contradance, waltz, lancers-so it keeps going all the time. Of course, they never get tired. Those girls would sign a contract to dance from now till next Christmas, with only the necessary intermission for sleep and meals, if we would let them. But you get tired, my poor old Chaperone. The gay measures that say: "Dance!" to those young people, say to you: "Walt, wait, sit still; 'Dance!" to those you have had your day. Corners are snug, and soden chairs are better than none. So sit still,

my Chaperone; day, I mean your day, is declining.

There is a double row on the Fanny's very limited upper dock, which sits about three feet above the level

of the sen. The wee cabin is full; so is the forr-ar-

And you, having picked up all of your old sequaintance with whom one can claim fellowship, and having climbed all hights, and explored all depths of the ship, you thankfully accept the wooden chair, and sit, and wonder when it will be over. Lancers again, well; and another quadrille-oh! when will the reel come, the welcome end of all things ! They want another Tempête first, the Captain says. You feel a Tempête somewhere, but patience is the one virtue of a Chaperon. All this while your white-feathered daughter is tripping gaily up and down the dance, smiling delight full in your we stried face whenever she confronts you. The black-feathered one is up yonder, out of sight, but having a capital time. "Is it possible," you ask, " that I was ever such a ---- but yes, I remember I was exactly." Ah! here's the reel, only sixty couple, but it will finish before midnight. But with the beginning of the reel comes the end of this letter, and in my next you shall hear how it was wound oif, with some breaks in our forbearance, but with all the silker smoothness of content to these who whirled its swift spindle. So wait, as we waited, and you shall have

FROM THE ADIRONDACK.

Correspondence of The N. V. Tribune.

MARTIN'S, SARANAC LANE, Aug. 18, 1951. I had become so accustomed to the sight of young men going southward with guns, that it was really a new and rather bewildering sensation to see them trooping northward with arms in their hands. Embarking at Whitehall on the steamer America, we found on the boat several parties bound for the Adirondac, or the Adirondacs, as some people call this region, or the "woods" or the "lakes," as the neighboring natives generally term it. The New-York readers of THE TRIBUSE, of course, know where and what the Adironat is, but as fortunately the range of your journal is not confined to the Empire City or State, many of your constituents may need a precise definition of the

Briefly, then, the Adirondae, in a general sense, is a wild, mountain region in the north of New-York, of shout 100 miles in diameter, and covering an area greater than the whole of Massachusetts, and nearly as large as Vermont, or New-Hampshire, or New-Jersey, or Maryland. Locally, however, the term is confined to a part of this region. The northern portion is called the Chateaugay Woods; the district south of that, the St. Regis Woods; south of the St. Regis lie the Saranac Lakes and Racket Lake, while to the eastward extend the Adirondaes proper, below which, to the south and south-west, are the Lake Pleasant region and John Brown's Tract. The latter district received its name, not from John Brown of Osawatamie, but from another John Brown, of whom, knowing nothing, I can tell you nothing, except that he died and was buried long ago, and doubtless would have been long age forgotten but for the connection of his name with a portion of the great wilderness. John Brown of immortal memory, the hero and martyr of Harper's Ferry, had, however, his bome in this region, at North Elba, among the Adirondaes, about ten miles from Martin's where I am now writing. And there, in the shadow of the mountains, is his burial-place, of which the Massachusetts soldiers sing in Virginia:

" May Heaven's rays shine kindly down Upon the grave of Old John Brown."

The Adirondae region, again using the term in its widest sense, is an elevated plateau, rising 1,500 or 2 000 feet above the sea level, and crossed by mountain. ranges, several of whose peaks rise more than 3,000 feet above the level of the plateau, or more than 5,000 above the sea, which in this latitude is not much below the limit of perpetual snow. Tabawus, the highest of these, attains an elevation of 5,400 feet. Whiteface Mountain and a cluster of peaks called Mount Seward, are but little inferior to Tahawus, "the Cloud-Splitter," as the Indian term is said to signify. An intricate system of lakes and rivers waters the valleys of this plateau, of which one group, the Saranae Lakes and river, empty into Lake Champlain, while Racket Lake, Racket River, Long Lake, and Big and Little Topper's Lake flow into the St. Lawrence, while yet another group pours its waters into the sources of the Hudson River. These count'ess lakes and streams abound with lake treat and brook trout, and the forests are populous with deer, while occasionally a moose or bear is met within the recesses of the mountains. Among the birds are eagles, partridges, ducks, and loons. The scenery is at once sublime and lovely; the finest combination of mountains, lakes, rivers, and forests that can perhaps be found in the world. A few settlements and clear ings have been made on the edges of this wilderness but the vast luterior is as unbroken and desolate as it was in the days of Columbus and Hendrik Hudson, except that in Summer the camp fires of visitors from the low lands, chiefly from Boston and New-York, may be seen at frequent intervals along its lake and river banks. For many years past it has been a favorite resort of sportsmen in pursuit of game, and of invalids seeking for bealth, amid its cool airs and pure waters

It was in search of health rather than of sport that in company with a boy of 12 years, I was proceeding to the Saranac lakes by way of Whitehall and Champlain. The steamer reached Burlington at 5 p. m., on Thursday, and in the course of another hour we had lended at Fort Keut, on the opposite side of the lake, where a stage coach was awaiting our arrival to earry us to the large town of Keeseville, about five miles in the interior. On the way we passed the Falls of the Amable, and had a glimpse of the wonderful chasps through which the river runs, which are said to be one of the grandest natural curiosities in the State. We spent the night at Taggard's Adirondae Hotel in Keeseville, a large and well-kept house, and at 8 next morning started for Ma tin's, on Lake Saranac, the usual place of outlit for those who wish to penetrate the "Woods."

Two parties-one of two young gentlemen, brothers. and the other of three gentlemen, also brothers, and all of them from the City of New-York, shared with us the three seats of Martin's wagon. This vehicle was drawn by two horses driven by a young man whom everybody called "Charley," which is all that to this day I know of his name. We rolled along at a rate that averaged five miles on hour, considerably exceeding that, of course, when going down hill, and falling far short o it when going up. As we attained, in the course of the day, an elevation of at least one-third of a mile above tide-water, it will be obvious that much of the time was consumed in the slow process of ascension, which a proverbially harder than going down. The traveler who ascends from Champlain to the Saranac in a beavily laden wagon, over a road which time and wear have converted from smooth plank into rough cordu roy, is well qualified to appreciate the force of the

opening line of Beattie's Minstrel:

" O, who can tell how hard it is to elimb!" My backbone, which was lately inspected by a spic itual clairvoyant, and pronounced to be remarkably strong and stiff, ached constantly with the jolting it received before the day was ended, and we were all right glad as sumed brought us in eight of Martin's and the gleaming waters of the Saranac. But in spite of the fatigue the ride was of transcendent interest. For the greatest part of the way the road was through a region bearing all the marks of recent reclamatian from the wilderness. The stumps, ghastly and black with fire, still stand in the fields, and most of the houses are los cabins whose occupants gather scattered harvests from the patches between the charred remains of the trees. The virgin soil, however, yields, I am told, good crops, and everything but the corn looks flourishing. This region is rich in iron ore, and many of the people are employed in iron works, er, as you advance into the forest, in burning sharcoal for the use of the forges. The peculiar structures along the road in which the process of burning wood into charcoal was carried on, form a striking feature in the landscape. They were generally arranged in rows of six or seven, of which three or four were smoking at a time.

But, the crowning charm of the scenery was the generally arranged in rows of six or seven, of which three or four were smoking at a time.

mountains, of which I saw more in that day's ride than in all my life before. And these mountains are not mere hills, such as our American magnifoquence is too apt to compliment with that high sounding tame, but real glants worthy of the same. Travelers familiar with the finest mountain countries of the Old World, with Switzerland, Tyrol, and Sicfly, dwell with rapture on the views that meet the eye as you seemd from Keeseville to the Sarsnac, and I have heard men, who have a right to express an opinion on the subject, declare that nowhere in the world can richer mountain landscapes be seen. The principal peaks in sight on this road are the Whiteface, Slide Mountain and Catamount Mountain-the latter a superb pyramidal pile of granite, around whose base the road at no great disance winds.

Our ride, though rough and long, was made merry with song and shout, my companions saluting with cheers every star-spangled banner that waved in our path, and they were not a few, for the fires of patriotism burn brightly in the keen, pure air of these mountains. But the flags were generally at half-mast in honor of Gen. Lyon, intelligence of whose death had just reached here. At Martin's we found a few visitors, but the boats and guides were almost all out in the wilderness; and as they did not come in till Saturday night, we have postponed our own departure up the lake till to-morrow (Menday) morning. Two days, meanwhile, have passed not unpleasantly in watching the arriving boats with their variously-accountered occupants, most of whom bring in venison and trout, in firing at marks, or at an occasional equirrel, or kingfisher, or passing eagle, or in skimming over the still waters of the lake with the fairy-like boats of the guides, which, in lightness and swiftness, excel all craft that ever floated, except the birch-bark canoe of the Indian on which they are modeled. Not being certain when leaving home that I should care to go seyond Martin's, I came totally without a proper outfit for the trip; but, by the kindness of gentlemen returning from the lakes, whose acquaintance I have made here, all my wants have been supplied, and tomorrow we start for the interior.

VERMONT POLITICS.

Cerrespondence of The N. Y. Trihune. BRATTLEBORO', Vr., August 22, 1861.

The following announcement appears in the editorial columns of THE TRIBUNE of this day:

"The Union Convention of Vermont yesterday nominated for overnor, Hon. Andrew Tracy, of Woodstock; for Lieut. Gov-mor, Hon. Levi Underwood, of Burlington; for Tressurer, J. T. harton, of Montpeller."

Without explanation, this announcement will be uite sure to mislead many persons not familiar with Vermont politics. The meeting at Montpelier yesterday was in no sense a Union Convention, but rather a unning device of a little squad of Breckinridge Democrats, sided by a score of political adventurers from other parties, to sow dissensions among the people and divide the vote at the coming election.

We have now had, as you are aware, three State ominating Conventions during the present Summer-

all at Montpelier.

First: The Republican and People's Convention called by the Republican State Committee, which put in nomination, with unexampled enthusiasm and unanimity, the following ticket: for Governor, Frederick Holbrook, of Brattleboro; for Lieut.-Governor, Levi Underwood, of Burlington; for Treasurer, John B. Page, of Rutland. This Convention was largely attended by the best men of all parties, and was, without doubt, better and fairer exponent of the people of the State than any political assemblage held during the last 15 years; and I hazard nothing in predicting that its ominers will be elected by majorities unprecedented in our political history.

Second in the list was the Convention called by the Democratic (Douglas) State Committee, which nominated Paul Dillingham for Governor; Stephen Thomas for Lieut.-Governor, and J. T. Thurston for Treasurer. All these gentlemen have since declined, assigning their reasons in eloquent and patriotic letters, which have been extensively published in the newspapers. Mr. Dillingham, I am happy to say, is one of the Re-publican and Union Candidates for Senator in Washugton County, and will of course be elected.

The third Convention of the series called forth your aragraph and this letter, and had its origin in a spirit of bitter partisanship, which seeks the accomplishment of its ends regardless of the appeals of patriotism and of the great peril that threatens to overwhelm the nation. Of the nominees of this Convention I propose to say but little, being confident that their names have been thus used, or rather misused, without their knowledge, and contrary to their wishes. Mr. Tracy is a gentleman of very decided ability, who declined a reelection to Congress in 1856 on account of feeble health, and has since lived in retirement, taking no part in political affairs, and is not now identified with existing political organization. He is no sceker of office, and it is not at all probable that he will now permit himself to be used by those with whom and hose purposes he can have no sympathy. Mr. Underwood is the Republican and People's nomince for Licutenant-Governor, and, of course, did not require this indersement to insure his election. The Convenion used his name, doubtless, not so much with the design of benefiting him as of reflecting credit upon itself. Mr. Thurston, having just declined a nomination to the same position by the Douglas Democrats for reasons that commend themselves warmly to the judgent and patriotism of the public, will probably have little difficulty in putting aside this far less promising and flattering appeal to his ambition. I, therefore, yet hope that when election day arrives there will be one ticket in the field, and that the freemen of Vermont will be united at the polls as they are in heart. But if, unhappliy, my expectations should not be realized, I venture to predict that the distinctive nominers of this so-called "Union Convention of Vermont" wilt not receive one-lifth part of the votes cast on the first Tuesday of September.

IMPORTANT FROM HAYTI.

From The Botton Traveller."

For some time apprehensions have been expressed that preparations were making by the blacks of Hayti to overthrow what they call the "Mulatto Government" of the island, the latter class being the most intelligent and wealthy inhabitants of the republic, though in a great minority in regard to numbers. President Geffrard is nearly black, but the mulatto element has considerable control in his counsels, and his ministry, as a general thing, are classed as leaning in the same The caste feeling of the blacks of Hayti is stronger

against the mulatto than even the pure white, and i has been evident for sometime that an attempt at overthrow of the Government would take place at an early
day. The undecatents had their headquarters at the
capital, but the trading blacks are constitutionally
third, and in their various revolutions the fierce mahogany cutters in the vicinity of Aux Cayes. Jerfank,
and other places, are summened to the work of overthrow. These are mostly ignorant blacks, who are
ready for any work that promises increased pay or
plunder. The conspiracy according to advices received in this city from Aux Cayes, Jeremis, &c., as late
as the Stu instaut, had been discovered by Government,
and at Aux Cayes soveral arrests had been made of
conspirators, who would probably be shot.

No disposition is manifested to change the government of the island again from a Republic to an Empire,
but the release seek to place in the Presidential chair
Solomors, late Prime Minister under the Emperor
Soulouque, who is a most ardent hater of white
and mulatto. For the present conspiracy has
been checked by the arrests that have been made, but
letters from unprejudiced sources express the opinion

been checked by the areas success express the opinion that the blacks will, ere long, carry out their designs. Among other plans to satisfy the people, it has been proposed to change all of the Cabinet but one, in order to introduce into it a larger share of the black ele-

The general feeling in Hayti seems to be that as the war in the United States will not result in the general emancipation of the slaves, the sconer it is settled the better, for it interferes greatly with the prosperity of the icland.

THE HORRIBLE TRAGEDY ON BOARD THE BOSTON BARK CZARINA.

STATEMENTS OF EYE-WITNESSES.

From the Bost's Journal, Aug. 24. The bark Czarina, of Boston (late Dwyer, master) arrived at this port yesterday morning. She was from Constraid June 24, and Eleinore July 5. She was brought here in charge of Mr. Serritt, first officer of the bark B. D. Metcalf.

the bark B. D. Metcalf.

On the 30th of July, at 3 o'clock in the morning, while askeep in his state room, Capt. Dwyer was attacked by his first officer (Mr. Curtis) and instantly killed with a hatchet. About an hour afterward, Curtis attacked the second mate (Mr. Cammett of Boston), with the same weapon, and murdered him. The crime was committed on dock. On the afternoon of the next day (the 31st) Curtis shot the car penter off the jib-boom. Immediately after this last atrocity Curtis ran aft and shot one of the seamen named John Livingston, whom he killed instantly.

named John Livingston, whom he killed instantly.

He also at the same time fired at Mr. Alexis Tres kofskey, a passenger, the ball grazing the man's right shoulder.

Curtis was thereupon attacked by the crew, who best him so badly that he died at 7 o'clock the same

An hour previous to his death the Czarina was boarded by the bark Harlequin, which obtained the particulars of the above uffair, and proceeded on her

Metcalf, from which vessel she obtained a navigator.

Metcelf, from which vessel she obtained a navigator, Mr. Serritt, who brought her to Boston.

The mate, after killing Capt. Dwyer, destroyed all the ship's papers. The steward was the only American left on board after the trugedy, the crew having all been shipped in Cronstadt.

The telegraphic announcement of the tragedy which appeared in the morning papers, but the officers of the Harbor Police on the alert, and as soon as the Czarina arrived she was boarded, and all on board brought ashore. The vessel was then placed in charge of landsmen.

of landsmev.

The passenger and crew were subsequently taken before the United States Marshal, where an investiga-

before the United States Marshal, where an investigation took place.

The names of the croware: Charles Percival (steward), Hendrich B. Blumal (a Swede), John Shaw,
Fred. Britner, Georgo Gliderson, Henry Came, James
Wilson, Carl U. Neibur, Carl S. Surzheiern, Alexis
Treckofskey (a passenger.) Curtis was an Irishman,
and was shipped by Capt. Dwyer at Queemtown,
Iriland, on his outward passage. It is said that
be has boasted of having committed murders in California. ifornia.

From interviews with the most intelligent of the or www egain the following particulars of the milair: STATEMEST OF THE STEWARD, CHAS, PERCIVAL. On the 15th of July, 1816, Captain Dwyer and his

On the 15th of July, 1816, Captain Dwyer and the first officer had a dispute about the condition the vessel was kept in. After that no more trouble of consequence occurred until the 30th. Some time during the middle watch the mate killed the captain in his berth with a hatchet, and then killed one of the seamen with the same weapon. After that he made a rush at and killed the second officer and shot the carpenter on and killed the second officer and shot the carpenter on the jib-boom and killed him. On the following day the crew made up their minds to prevent his doing any more harm, and fisally killed him. The ship Metcalf hove in right; we hoisted our colors, union down, and we sent our kont on board and explained matters, when Mr. Serrett, first officer of the ship, came on board and brought the bark to Boston.

John Shaw, a teaman, was relocted as the most intelligent of the crew, and told his story as follows: I slipped in the Czarina at Hawre; the name of the captain was Dwyer; he went from Boston; the first enprin was Dwyer; he went from Boston; the first mate was an Irishman named Curtis, who joined the vessel at Queenstown, Irchard; the third mate was named Emmeth; the crew numbered ten, all but four of whom shipped at Cronstadt, where we took on board a Russian passenger; on the first day we left Cronstadt, the 22d day of June, were the first indica-tions of trouble in a quarrel between the captain and mate about the management of the vessel; the captain had used all hands well, and was liked by all, but all of use forced the mate, who treated us badly, had no of us farred the mate, who treated us bacly; had no more troutle until the 15th of July, when the captain and mate had another quarrel at the supper-table, and the captain called all hands aft to put the mate in irons; the captain called all hands are to put the mate infrons; the mate had drawn a revolver on the captain, and had said, "Go away from me; let me alone; I am a desperate usa;" be said he would shoot the first man who dared touch him; the mate was not ironed; the difficulty between the captain and himself was settled

difficulty between the captain and number was section by themselves.

The next trouble was on the morning of the 30th of July: I went to the wheel at 4 o'clock, and about 4j o'clock saw the second mate on deck, drunk; the first mate was also on deck, with a bottle under his arm and a tin cup in his band; after the second mate became quiet, the mate called a man named John to come fortune that him, the way observed and the next I was not because and the next I. quiet, the mate called a man named John to come for-ward with him; the man obeyed, and the next I saw of him he was overboard with a cut on his head from a hatchet; all the watch had been sent below except myselt and the steward; I shouted "a man over-board!" and threw him the spanker-sheet, which he caught; the mate came aft with his hatchet and cut the sheet, saying, "You can go to hell, with the cauttin."

The mate then struck the record mate on the head The mate then struck the second mate on the head with his hatchet, and with a revolver pointed at them, ordered the carpenter and another man to throw him overboard; they obeyed; both men swam after the ship for at least fitten minutes, and the mate stood on the house laughing at them; the vessel was going about two miles an hour at the time; the mate said to me, "you need not be afraid. I am not going to burt you yet;" the rest of the watch were now as the the rest of the watch were now on the quarter deck; he made a cut at one man with his hatchet and missed; he then struck at smother and hit in the back; to the carpenter who stood near him sid. "I shall not burt you; I want to use you; you may go forward; 'the mate then set all hands to cetting down the largest boat and fitting her out; we got up the mooring chains for ballast; he told me he was going to leave the ahip and set her on fire, and as for the crew, they might go to hell with the vessel.

At 2 o'clock he called for men to come aft and throw

captain overboard; four of us went down and ught him up; he was lying in his barth, with his dent open; his fingers were also cut; I sewed him head out open up in the led clothes, and we threw him overbeard; the mate called us all aff, and, a anding on the house, said, "I am captain of this ship, and will shoot the fre-man who disoleys; I would think no more of shooting one of you than of shooting a dog!" We were then not to work on the best sgain, and got down a studnor-will boom for a mast.

At dark we left work on the boat, and the mate, assisted by one of the men, put us all in irons, where we remained all night, except that two men were let out at a time to keep watch and work the ship. On the morning of the 31st we were at work on the best the morning of the 31st we were at work on the bost again; at 5 o'clock we saw a vessel notern; the mate ordered all sail set to get away from her, and she was non out of right; at 2 o'clock in the afternoon I heard a note, and saw the mate running aft with blood streaming from his head, where the carpenter had struck him with a must; he turned and fired at the carpenter, who jumped over the bows on to the guard theims. As the carpenter you his head above the bulwarks the mate fired again, and the carpenter jumped overboard. One of the men them struck the mate on the head with the hammer of an adre so that it went into his skull about two inches, and he fell on the deck.

I put the wheel down and we hove the versel to to save the carpenter, but he had sunk before we could reach him; the passenger was also shot in the arm by the mate; we then stood nway for a vessel that was in sight, which proved to be the British bark Harlequin of Clasgow for Montreal; we stood across her bow with our colors Union down; we hailed and told the Captain what the matter was, and asked him to come on heard; he said he could not leave the ship, but by on heard; he said he could not save the approach of our further request he sent his maje, who came on board in our heat; I stopped on board the Harlequin; the Captain asked if we had a navigator on board; I told him we had one man who knew a little about it, but not enough to take the vessel to port; he said he could not spare any one from his vessel, but gave us the latitude and longitude, and pointed the course for

the latitude and longitude, and peace.

The mate died at 7 o'clock that evening, not having spoken since he was struck. I searched him and found a pocket-book with \$33 51 and three stude—all the property of the Captain. For the next three days the vessel was navigated by one of our men, until we fell in with the American ship B. D. Metcalf; we hailed the ship and told them that our Captain and second mate had been murdered and we had killed the first trate to a says our lives; he told us to send a boar, mate to save our lives; he told us to send a boar, which we did, and his mate came on board and took charge of the bark to Boston; there was no trouble on

the remainder of the voyage.

This man Seaw is a full-blooded Indian, who was born in Oldtown, Me. He told his story in a plain, straightforward manner, and was apparently a man statement of alexis TRESKOPSKEY.

The passenger, Alexis Treskofskey, is a Licutement in the Russian Navy, and held an acquaintance with Caleb Crowvell, Unned States Consul at St. Petersburg. From bim he became advised of the state of affairs in this country, and immediately announced his willingness to give his services to our country in some station in the Navy. To this end Mr. Crowvell gave him a letter of introduction to Secretary Welles, which speaks in high terms of his education and skill as a naval officer.

is a naval officer. In addition to this, he has several letters to the Government authorities at Washington from distinguished Russian officers, also highly recommending him. It is his intention, as soon as the examination of this case shall entitle him to absence, to proceed at once to Washington and present his papers. He speaks

the English language well, and is full of enthusiasm for the service he is decirous of entering.

In the affray on board the Czarina, just previous to the attack on the mate, the latter shot at Treskofsky. The Lail grazed his right shoulder, doing no other injury than inflicting a slight flesh wound.

jury than inflicting a slight flesh wound.

THE WEAPONS.

Before killing the captain, the mate was armed with a small double-barrel pistol, which had been previously broken in target exercise, rendering one barrel useless. He was remonstrated with by the captain for carrying a loaded weapon continually on board a vessel when there was no apprehension of difficulty from a well-disposed crew, but he insisted, and occupied some of his time in target exercise.

He subsequently armed himself with a Colt's revolver, navy pattern, and a common wood hatchet, nearly new, and well sharpered, which he carried in his bolt. The hatchet was used in killing the captain, a single blow apparently having been sufficient to cleave his skull in twain, as the mate was represented by all the crew as a very powerful man.

The revolver was used in commanding the men, the mate continually pointing it at them, and, as appears in the statements, having discharged it six times in all, at the crew and the passengers.

The weapon with which the mate was murdered was a o mmon adze, the hamner of which, about three inches long and half an inch in diameter, was buried in his skull, at a single blow, causing the brain to protrude from the wound.

These weepons, together with the handcuffs used to contine the crew on the night of the 30th of July, are

trude from the wound.

These wespons, together with the handcuffs used to confine the crew on the night of the 30th of July, are now in the possession of Marshal Keyes. The blood stains are plainly visible on the hatchet and adze. The bandle of the latter had been wrested from the iron. The blades of both wespons, as also the pistols and handcuffs, are considerably rusted, but give unmistakable evidence of the severe uses to which they have been put.

have been put.

DEFORTMENT OF THE CREW.

After the horrible scenes detailed above, the crew (nine in number) were left without a navigator, and immediately started on the course of the English back previously seen. According to the straightforward statement of Shaw and others of the seamen, the men, after burying the mate, who died of his wounds in the evening took hold with a will and did their best to evening, took hold with a will and did their best to navigate the vessel. The atmost harmony prevailed, and although there was no one to command either ship or crew, not the slightest trouble was experienced. or crew, not the slightest trouble was experienced.

During the three days prior to falling in with the B.

D. Metcalf, with an imperfect knowledge of navigation
which one seaman possessed, they managed to guide
the vessel well and without the slightest difficulty aris-

wamong themselves.
When within speaking distance of the bark Hurlewhen within spessing distance of the bank tharic-quin, the latitude and longitude were inquired and the sad case of the Czarina stated. The captain of the Harlequin refused to leave his ship, but sent his mate in one of the Czarina's boats to learn the particulars, having detained, however, some of the latter's crew, until his mate should return. According to the statements of several of the crew, the assurances of the Czarina's men could not satisfy the mate of the Harlequie that he was in no danger, and he was apparently quite glad to get back to his own vessel. Thus the Czarina could obtain no navigator from the E glish bark, and the latter filled away on her course. The statements of the crew and the facts of the case as ap-parent to the officers of the Harlequin, seem to have been sufficient to convince them of the desperate con-dition of the Carrins, but through fear or some other

cause, no old was rendered other than advice as to her course, and the officers of this English bark have yet to account for their surly conduct.

Three days after the B. D. Metculf's mate was placed Three days after the B. D. Metcalf's mate was placed about the Craina. The generous American captain, although necessarily cautious and somewhat fearful in thus taking command of a crew mostly of foreigners, who had participated in such a horrible tragedy, did not shrink from the duty, and assumed the task of navigating the vessel to this port. That he did this well, and with the best feeling, during the pussage, the whole crew are anxious to testify; while on their part they say that among themselves the utmost hormony prevailed, and the utmost willingness to obey Mr. Serritt, who had successfully brought them home released from their perilous condition.

released from their perilous condition.

Two of the crew of the Czarina—Churles Perrival, the steward, and another seaman—will be examined this morning, before Commissioner Woodbury, on a charge of murdering the mate."

THE SLAVE-TRADE IN AFRICA.

Correspondence of The Journal of Commerce.

WEST COAST OF APRICA, June 3, 1981. On the arrival of the United States sloop-of-war On the arrival of the United States stoop-of-war Saratoga off the mouth of the River Congo—the land not in eight—a sail some distance to windward, under a crowd of carvas, was discovered. Chase was immediately made, and our ship gained safficiently on the vessel to assure all on board, that she would soon be overhauled. After dark, another sail was reported to assure a con was fred, and the last discovered overhauled. After dark, another sail was reported very near, a gen was fired, and the last discovered vessel hove to. She was boarded and found to be the John Gilpin, a regular and hawful trader between the Coast of Africa and the United States. This necessary detention caused us to lose sight of the vessel which we had chased, and she escaped. Soon after our arrival at St. Paul de Loando, we heard from undoubted authority that we had lost a prize in the Virginiam, which brig had on board, at the time of our chasing, 600 negroes. The Virginiam had been two or three times captured, sent home as a prize by one of our cruisers, and here she was again at her old tricks, with a full cargo of slaves.

ith a full cargo of slaves. The Falmouth is at this time, if she has not sailed within a few days past, in the Congo awaiting a carg of "Ebony," She was captured some time sgo and sent home, and here she is again, all ready to sail for Cuba as soon as she gets her expected cargo on board. Perhaps she may again be caught, though the chances are by large odds in her favor. The Triton, sent home condemned and sold, is "now up" for another cargo, which she will precure as soon as she can, and off she which she will precure as soon as she can, and off she goes for Cuba. The Storm King, sent from here, a few months ago, in charge of a prize officer, condemned and sold at Norfolk, has come back, received her cargo, and is now on her way rejoicing to Cuba, with six or seven hundred negroes on board. I mention the names of these vessels, as it is a curious fact that they should have been repeatedly used as slavers. All slavers captured by British cruisers are destroyed, and it would appear for a good reason. It may as well be mentioned now, that the Spanish schooner Aurelia went off a short time ago with a cargo of slaves, as leading a Spanish steamer, name not known to me.

mentioned now, that the Spains schooler Adress went of a short time ago win a cargo of slaves, as also did a Spanish steamer, name not known to me from that place, remarkable for the great number of kings who live there, and the great quantity of rain which falls there—Kabenda.

The Ardennes, captured by the British steamer Wrangler, full of negroes, had been for months on the coast, and with the perfect knowledge of this fact, her capture was at his an accident. She received her negroes on board at Manque Grande unmolested, and went on as she, or rather those on board, gladly supposed, for Cuba. So with the Fairy and some others which have recently sailed, only they have not been caught. Indeed all, or nearly all the vessels engaged in the slave trade, are well known, though not one in leight or ten is caught. They are annolested, or at least only bearded, and, if there be no slaves on board, are allowed to pass. In stating this fact, it is not my intention to blame in the slightest manner the officers of the squadron. There is wrong somewhere, but not Intention to blame in the slightest manner the officers of the squadron. There is wrong somewhere, but not with them. Those vessels all come on the coast with correct papers, and no fault can be found with the cargo they bring out; yet, with all this in their favor, it often happens that the officer in charge of the manof-war which beards them, although he may be morally certain that their only intention and business are to engage in illegal traffic, does not take charge of them; and the reason is obvious.

He rarely happens that a ship, captured without slaves, is condemned, and the fact of their not being

It rarely happens that a ship, captured without slaves, is condemned, and the fact of their not being condemned gives the ecoundreds in charge of these villatious crafts a good grievance. A hawyer is consulted by them, of course. A hawsuit is the consequence, and if the naval officer escape ruin he is a fortunate man. This is not an imaginary idecure. An officer, who had command of a sloop-of-war on this coast some years ago, has suffered from the cause mentioned, and his case is a kint to others. If, then, the only indispensable or legal evidence which will condemn a vessel as a slaver is that she must have sinves on board, who will dare, at the great risk presented, enpure a vessel unless she has the staves on board? enplure a vessel unless she has the staves on board to Formerly, but very rarely now, these vessels were taken when they had on board all the requirements of a slaver as a carge, such as coppers and galley for cooking the victuals of slaves, lumber for making a slave deck, a great many casks for water, such food as is generally, under such circumstances, provided for allayes, dec, but now these surps whose intention is to break the late rarely take these suspicious articles on board till just about the time that they receive the new trees. Induced in one ship of values canting a constant of the co

board till just about the time that they receive the negroes. Indeed, in one ship of whose capture I am cognizant, the last tilings to be brought on board were the galley and other cooking utensite. Not many days ago one vessel came out with a lawful carge, which she three oversheard for the accommodation of negroes. This was the Storu King.

Rarely do the ships engaged in this traffic sail under other than the American flag, though if necessity makes them show colors to an American man-of-war, the last thing in the world that they would show would be the American flag. To foreign national vessels this flag would be blazoned at their peak. As a result, an American nan-of-war would have no right to board, because some other than the American flag is shown. An English man-of-war must not board, because the American tlag is shown. It is a most curious paradox that the United States, the only nation that has proclaimed the slave-trade policy, should insist that her flag should protect pirates. Would it not be proper to allow the right of visit to American vessels on the

coset of Africa? It would do no harm in the world for all the legal traders are engaged for months in

coast of Africa? It would do no harm in the world, for all the legal traders are engaged for months in hunting up a cargo to carry home, and therefore the only reasonable complaint, if the visit be properly made—that of detentic—is not worth noting; and it appears to me that honest traders would not object to the arrangement, as it would relieve them of suspicios, without doing them the slightest injury.

Besides this, however, if the American Government deems it necessary to keep, at a great expense, a large squadron for the suppression of the slave-trade, why not make such laws as will enable its officers to perform the duties assigned them, or at lenat such as would protect them in their performance? Why not, without personal risk, allow them to sond home such vessely, whose intention to embark in the trade is well known, even if they have not broken the law in fact? Under present treaties with foreign nations the United States can do no more than this, but this can and should be recalled, and the ships and men sent where their services would be more useful. No half measures will stop the slave-trade, so long as the profits are enormous as they now are, and so long as a large portion of the human race is governed by cupidity. Of these gains more agon. But if by her treaties the United States can do nothing to suppress the slave-trade, the same cannot be said of the British Government. "In 1816, the Spanish Government, in a solemn treaty, declared its conviction of the Injustice and inhumanity of the slave-trade. On Sept. 22, 1817, it is a subject to purchase slaves for the purpose of carrying on the slave-trade originally in an English journal, and is doubtless entirely correct in the whole, though elsewhere some of the dates are given differently. If the English were to insist that this solemn treaty should be observed by Spain, Spain must observe it, and as a consequence the slave-trade would fall, for the only narket for the sale of Africans is in the Spanently. If the English were to insist that this solemn treaty should be observed by Spain, Spain must observe it, and as a consequence the slave-trade would fall, for the only narket for the sale of Africans is in the Spanish West Indies. Why has not this been done? It would be a far more potent mode, than writing long letters in broken English to the King of Dahomey, and the composers of that carlously interwoven network of dollars, cotton, and philanthroughy may be assured that it will also be a mach ensier method of suppressing the slave-trade than will be all the efforts to engage the sympathies of the obdurate King of Dahomey therein; his ebon Majesty will har ly be able to comprehen how he can make more money, and more easily, by the culture of cotton than he can by selling negroes; and any one who has been on the cost of Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing can be evier done by an Africa knows that nothing and any own who has been on the cost of Africa knows that nothing any and any own who has been on the cost of Africa knows that nothing any and any own who has been on the cost of Africa knows that nothing any and the affiliation a to enforce their solemn treaty with Spain—the King of Dahouey will cease to be a slave-trader, for he will have no market, and may adopt the more honorable occupation of a cotton planter. From the moment that that treaty is enforced, the slave-trade will be mingled with the things that were. The American mation, than, can do no more than has been mentioned, but the American Colonization Society might do much to suppress the trade. It has now gotten rid of Liberia; that colony is now a success; would it not be a good plan to form another colony in the vicinity of the Congo? This would break up a slave-trading community, and our old friend the King of Dahomey regist find himself is is now a success; would it not be a good plan to form another colony in the vicinity of the Congo? This would break up a slave-trading community, and our old friend the King of Duhomey adpit find himself in a position that would force him to give up the slave-trade, if it would not force him to planning cotton. There is no reason why the plan is not feasible, and it is worthy the consideration of the members of the Society. Liberts holds the country which was the focus of the slave-trade, and now no such business is carried on there, nor within a great distance of the limits of that colony. The same results would undoubtedly follow the planning of another settlement in the locality indicated, where the slave-trade is now carried on with an activity that is astonishing; and in other ways this view, if carried out, would be most beneficial to this templated portion of the world.

The officers of British man-of-war are furnished with lists of such vessels are acted, and these lists have acted by the new you this station. If British agents can send from New-York, Boston, and other American ports, lists of suspected American vessels, how does it happen that American officials in these ports do not "make a note" of them! No one is probably to blame for thus, for it is in all probability nobody's business to do so; but the system is wrong, and should be clanged, and this duty should be assigned to some officer of the Customs. It is not my wish nor intention to censure any one for all this; but certainly the English system in this matter is the best. And it may be as well to say have, that, on this coast, too, the English have their agents, who give them such necessary information as they can procure in regard to these suspected vessels.

too, the English have their agents, who give them such necessary information as they can produce in regard to these suspected vessels.

It has been stated in this paper that an estimate of the gains of the slave-trade would be given. The following figures are based on a statement given in the Encyclopadia of Commerce, modified by changes in the price of negroes on this coust and in Cuba. To one whose attention has not been turned to this matter, the gains of this inhuman trade will appear astonolog; but few, on reflection, will be surprised

ter, the gains of this industrial trade will appear astonating; but few, on reflection, will be surprised that the greed for gain entices so many of degraded humanity to energe in it. All the allowances included in the expenditures are probably estimated greater than they are in fact.

Cost for versel, say \$3,000, more than average cost. Cost for vessel, say \$5,000, more than average cost.

Port expenses, &c., before suiting for cost of Africa, \$5,000. We gets of officers and crew, \$5,000, allowing Captain, three mates, and fireen men for four months. Cost of 000 negroes on coast at \$50 per head, highest price, \$30,000. Expenses of landing 500 negroes at Cuba, 100 having died on the passage, \$25,000. Total expenditure, \$73,000.

Sale of 500 negroes in Cuba at \$500 per head, \$250,000. Deduct expenses, \$73,000, \$177,000 gained in four months.

n four months.

The number of negroes carried off to Cuba during the number of negroes earned of to class daries the year 1800 amounted to 40,000. Allowing that one-sixth of the number died on ship-board, nearly 47,000 must have left the coust, and of course nearly 7,000 must have died on the parage. It is said that many negroes carried from Africa sold in Cuba for \$1,000 a head.

IMPORTANCE OF AMERICAN FOOD TO ENGLAND.

To the Editor of The N. Y. Tribune. SIR: Much is said and written about the danger to esult to England from a temporary interruption of her supply of cotton from this side, and that her failure to get her full quantity will compel her to force open the Southern ports which the United States shall declare

Suppose England should attempt this, let us see how much she would gain. Of course such an act on her part would at once close all Northern ports against her, and, beside cutting off three-fourths of all her ales to America, prevent her getting a supply of food Now , suppose another season of short crops should throw her again upon us for that which her people wast have from her Govenment, if not from their labor

The simple question then is which of two evils will the choose—the temporary loss of a supply of cotton while the Government is putting down this wicked rebellion, having at the same time an equal chance is our great market for her manufactures; or the lose of the American market for her manufactures, and the loss of our abundant supply of food, both cheap and

superfor in quality. We are told that the Morrill Tariff has destroyed the We are told that the Morrill Tariff has destroyed the Ametican market to British manufacturers. It is not true! The Robellion has affected abke the domestic and foreign manufacturer. The diminishing of imports is due, not to the Morrill Tariff, but to the same cause which has closed or reduced to short time all our American manufactories, and destroyed connecte and could for the morney.

credit for the moment.

The reason large quantities of goods are not now imported is the same precisely that has stopped our home manufactories: the loss of confidence and the

reduction of trade to a cash basis.

How ridiculous then the cry that if Eugland caunes otherwise obtain our cotton, she will force open por which this Government and this people have closed, to said it, and then, in putting down the most wicked re-

bellion of centuries.

England may reflect, that if she has more than her share of the manufacture of cotton in the world, and share of the manufacture of fo.d, the inference is, that this very circumstance is a bond of peace between us.

STEALING FROM THE PERSON.—Joseph Stevens, a Franchman, was taken before Justice Osborn yesterday, by Officer O'Brien of the Fourth Ward, charged with stealing \$17 of from the pocket of Thomas Reility, while he was asleep in a back room at No. 328 Pearl street. He was seen near Reility's person just before he awoke. The Justice committed him for trial.

BURNED BT STEAM. Joseph Roach, a boy three years of age, who lives at No. 4 Pelham street, we severely burned on Saturday evening by the discharged steam from a rice mill on the corner of Jetierson and South streets. He was taken to the New-York Head tall by the police.